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The other problem of Illegally Dumped Tires in smaller quantities is the second issue. Andy Fisk from the CT River Watershed Council, said that they pick up 30 to 45 tons of "trash" each year including cars, tires, etc. He said the problem is "Illegal Dumping". Tom Metzner, CT DEEP, said the DOT picks up 16,000 tires each year - often in groups of 20 to 50 right beside I-95. David Greenstein, Lakin Tire, said that they have reported people stealing scrap tires to CT police who didn't arrest nor prosecute these people. Roger Wolf, CT DEEP, admitted that they often "did not enforce regulations". Vermont and North Carolina both have free days for citizens to dispose of scrap tires for free but both report that they still have a problem with Illegal dumping. HB 869 will not solve the Societal problem of Illegal Dumping.

3) Develop a Sustainable Financing System. We learned that PSI believes there are two possible financing systems. One is the fee-based system which assigns the responsibility of the new tire from the Manufacturer, to the Distributor, to the Dealer, to the Consumer, often then as a scrap tire back to the Dealer, to the Hauler, to the Processor. The other is the Extended Producer Responsibility (EPR), which assigns all the responsibility to the Manufacturer and is what SB 869 is all about. Connecticut used to have a fee-based system, to clean up the scrap tire stockpiles in CT. This was accomplished and then the program was abolished

We wish to state again that **NETSA is opposed to SB-869 as it is Burdensome, Expensive, and Unnecessary**